

The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

SEPTEMBER-OCTOBER 1977

VOLUME 16 NUMBER 5



"THE FIELD", 19th ANNUAL LINCOLN OWNERS MEET AT DEARBORN

The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

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804-270-0433

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JOE HORDUBAY
Oldfields School, Glencoe, Md. 21152
301-472-2531

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

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CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS \$ 30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS 25.00
3. AUTHENTIC COVERS FOR 1924-1935 LINCOLN SERVICE BULLETINS 5.00
4. L LINCOLN SHOP MANUAL 20.00
5. 1921 LINCOLN SALES CATALOG, (When Available). 5.00
- NOTE***6. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards). 5.00
- NOTE***7. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards). 5.00

Items #1-4,6 and 7 are now available for IMMEDIATE delivery. WILL THOSE
 NOTE***OF YOU THAT HAD YOUR MONEY REFUNDED ON YOUR ORDER FOR ITEMS # 6 AND # 7
 PLEASE REPLACE YOUR ORDER. Again, we are asking that if you want to get a
 1921 Sales Catalog Reprint then get your order in now, if more orders are
 not received than it will be canceled.

If you have any questions or problems regarding the club projects please let
 Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee.
 You pay the postage and see that the item in question is returned in the
 same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189,
 Algonquin, Ill. 60102

19TH ANNUAL LINCOLN OWNERS MEET

by Pete Hubbell

The nineteenth National meet of the Lincoln Owners Club was held August 5th and 6th, at Greenfield Village, Dearborn, Michigan. The host for this meet were Pete and Diane Hubbell. The weatherman was favorable for the Friday trek to Andy Hotten's Garage, where a successful flea market was held. Thousands of parts, old and new, big and small, were displayed and there were many happy smiles on those with new acquisitions. The day was completed with dinner at Heritage Hall. Les Henry gave a fine talk about how Edsel Ford became president of Ford Motor Company but Henry Ford still remained the "Boss".

Saturday the weatherman provided a "not so perfect" day. Thirteen beautiful Lincolns met on the field to be judged. The Chief Judges and also the Judges for open cars were Tom Powels and Jack Passey. Andy Hotten, Oakley Sumpter, and Ken Pearson judged the closed cars. Judging was completed before the rain commenced about 3:00 P.M.

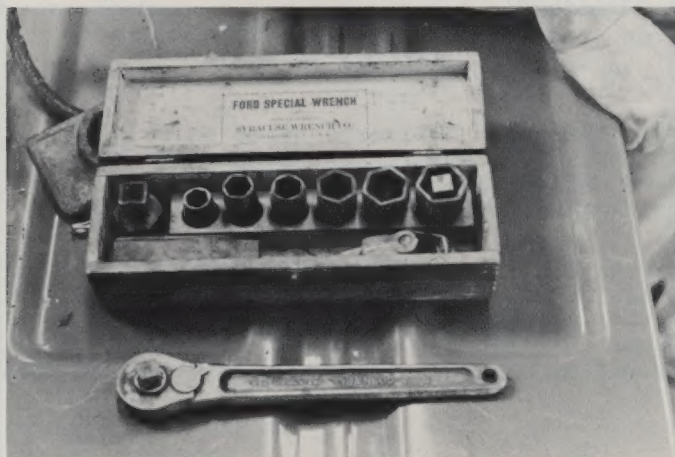
The evening events started with cocktails and an excellent dinner at the Dearborn Inn. Les Henry played a tape on the "Car of the Future" which brought much laughter from the members. After the awards presentations there was dancing and some interesting Lincoln conversation.

Those attending the meet with cars were the Emmons, Naus, Bass', Bergerons, Hubbells, Pearsons, Kuempels, Whittakers, Daughertys, Benores, R. Henrys, A. Hotten, and the Kenewells. Those attending without their Lincolns were the Magills, Hancocks, D. Chapman, Middletons, Ongenas, Larson, Browers, R. Diehl, G. Hubbells, Stendlands, Reynolds, Milnes, T. Powels, H. Benson, Kaphingsts, Harpers, Scherers, Sumpters, Gills, L. Henrys, Somers, E. Horsh, Jansons, Wellwoods, D. Cloutier, Kluskas, M. Cormany, J. Brannon, and J. Passey.

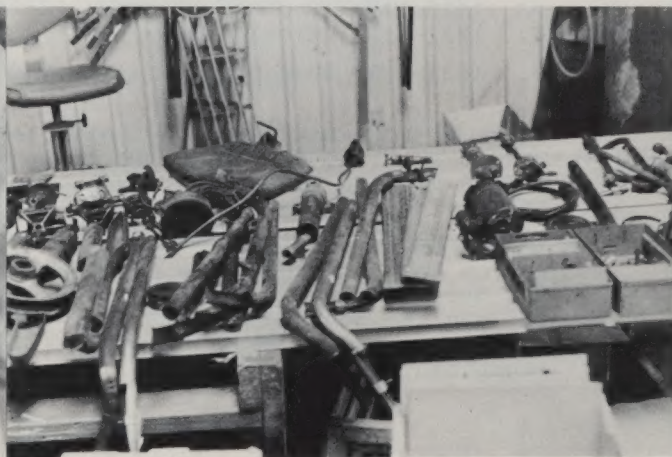
The "Best of Show" car was Ken Pearson's 1926 Lock Roadster which had won the same award in 1967 (10 years ago). For several years he had not had his car judged; however, this year due to the few cars shown, he decided to let it be judged.



SHOULD I OR SHOULDN'T I ?



PURCHASE FOR A DIME



GOODIES



HEADLIGHTS AND SUNDRIES



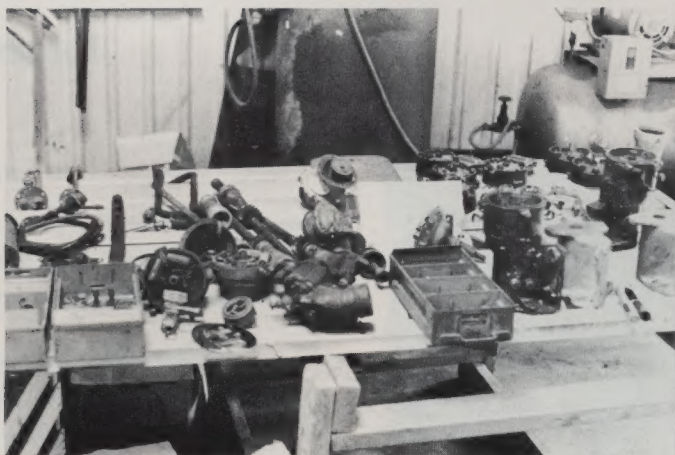
HARRY & PAT KAPHINGST SELLING



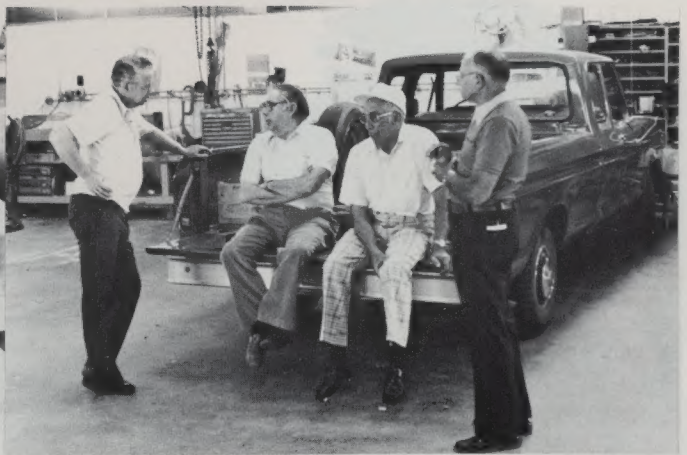
WILL IT FIT ?



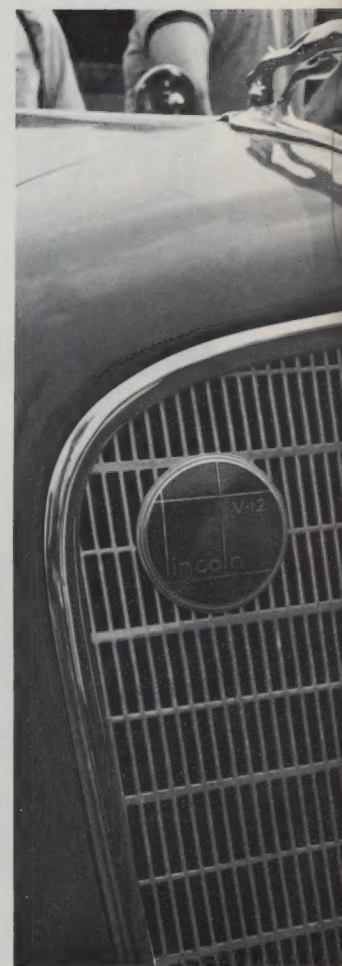
NEW, SOME USED



ENTHUSIASTS DELIGHT



HEAVY CONVERSATION

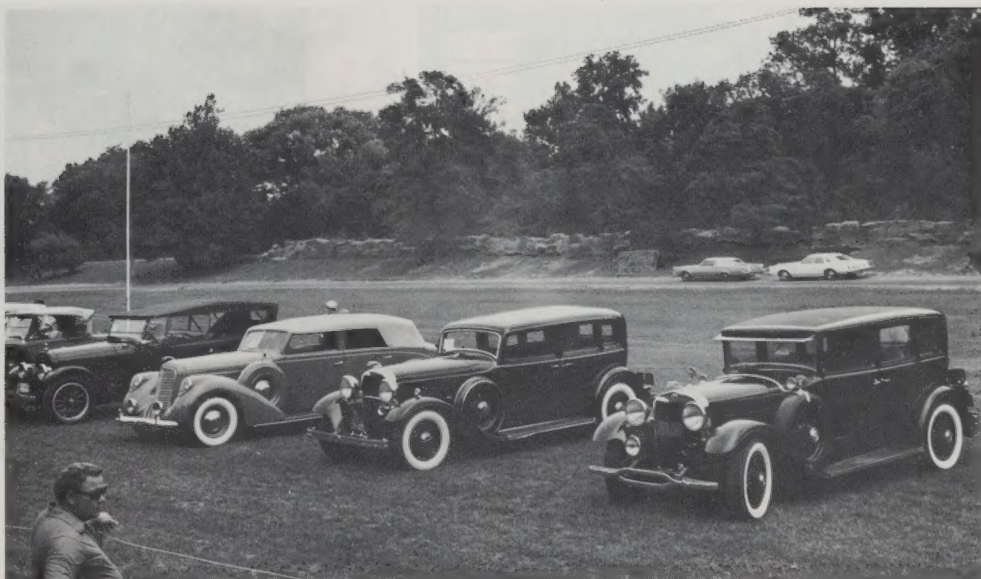
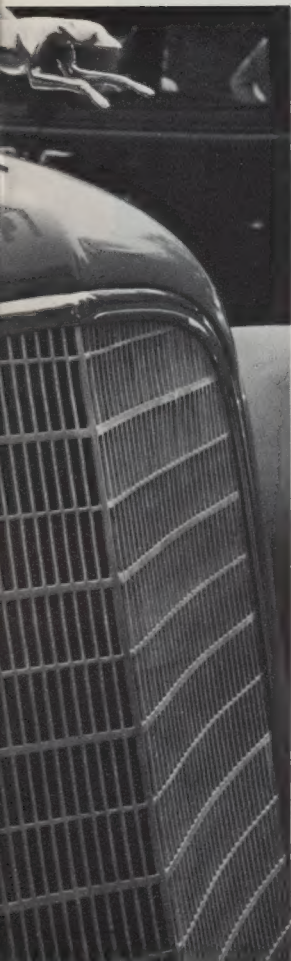


19TH ANNUAL LINCOLN

DEARBORN

RESULTS OF

Best Original Lincoln
 Lincoln Coming Furthest Distance
 Best Open 1921-1930 . . . 1929
 Harold
 Best Closed 1921-1930
 Best Open 1931-1939..1938 Convent
 Best Closed 1931-1939..1932 4-Do
 Best of Show.



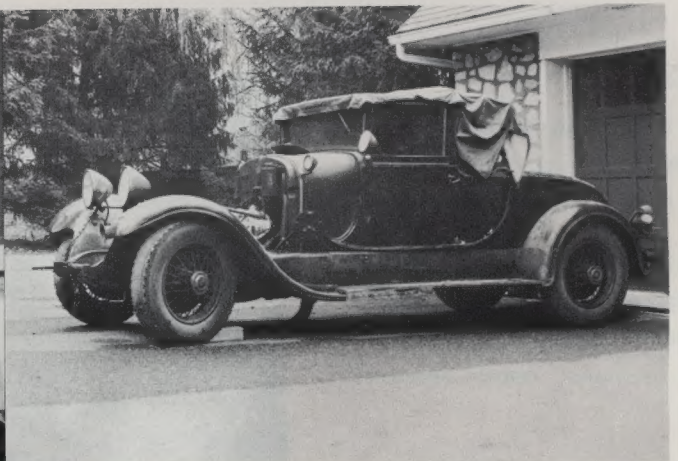
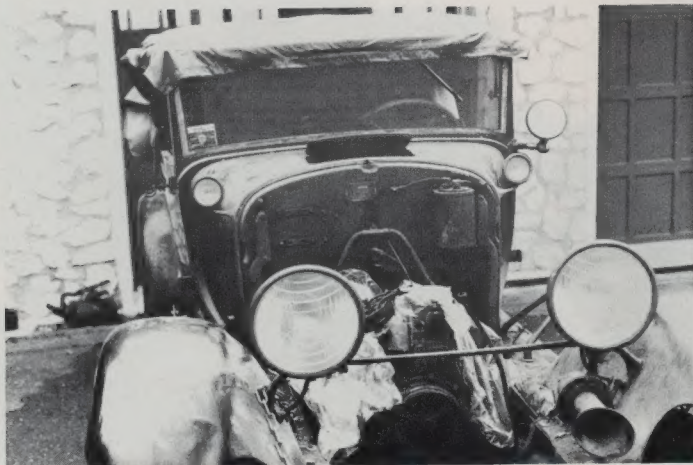
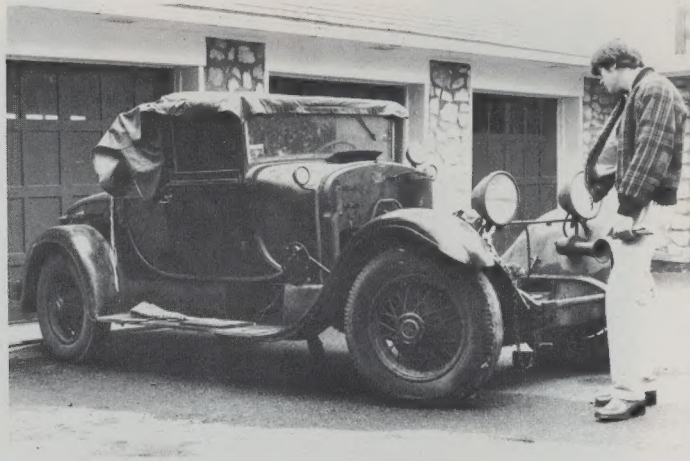
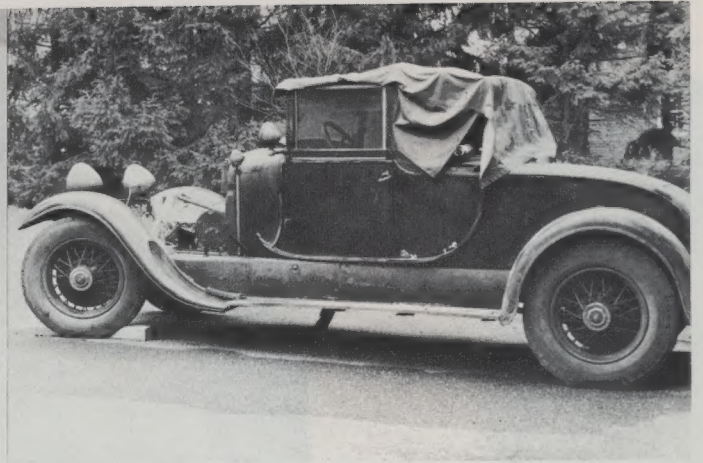
OWNERS MEET

1977

LOADING:

1939 4-Door Sedan, Jerry Daugherty
 . . . 1922 Berline, Jerry Nau
 Passenger, Sport Touring by Locke,
 Adams
 . . . 1922 Berline, Jerry Nau
 4-Door Sedan by LeBaron, Russ Benore
 4-Door Sedan by Murray, Orlyn Whittaker
 Roadster by Locke, Ken Pearson

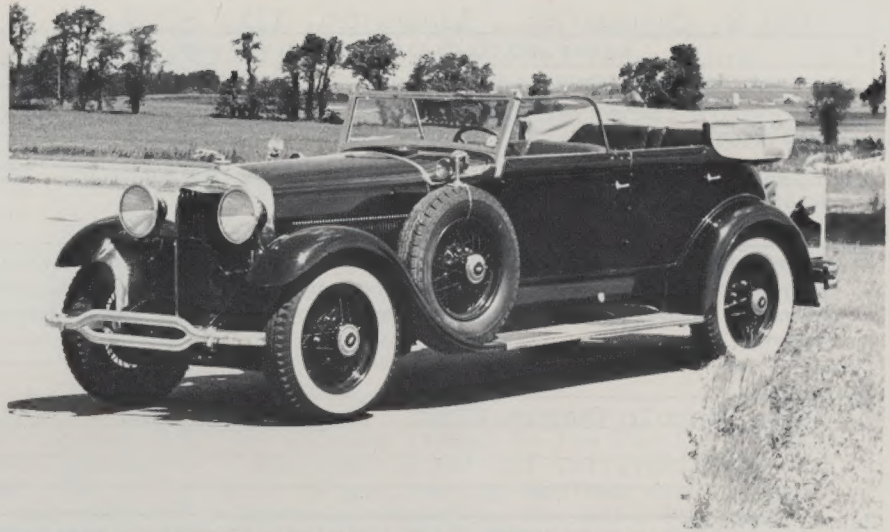




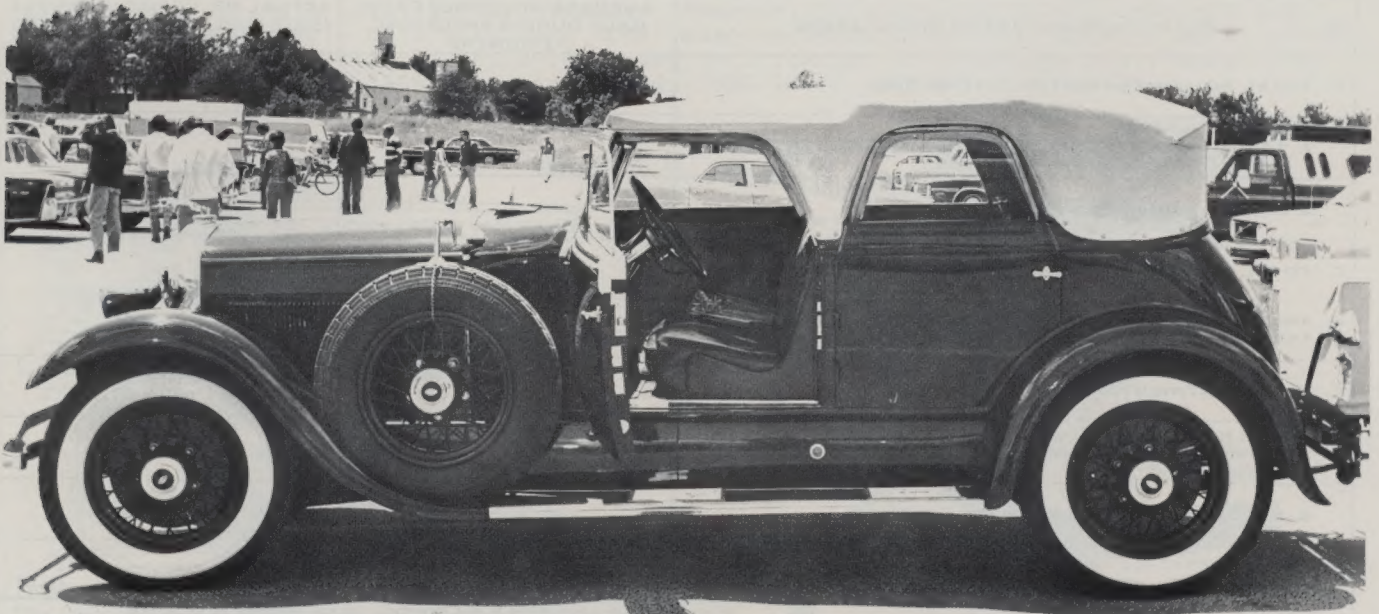
FEATURE CAR

By Joseph B. Rogers III

Here are some photos taken of my 1930 4-Door Derham, Conv't. Phaeton, recently by a member of the Lincoln Zephyr Owner's Club, Chad Coombs. In reading the past issue of the F & B, I noticed a desire for feature car stories. If you can fit these in a future issue, I am sure other members would enjoy this special body as much as I have during the past three years I have been privileged to drive it. It is a pleasure to drive to local shows. The body is by Derham and is classified as a convertible phaeton. The plate under the seat reads; Body Type 4108, No. 2243. Lincoln designates this as a Model 189. There were 20 built as of October 30, 1930, according to the Master Parts Price List.



Here also are some photographs of a 1929 Coupe Roadster I found last fall in a garage of a local Lincoln enthusiast. He had it well hidden under piles of other collectables. The garage was extremely damp, and since the car had been sitting there since 1946 (Pa. Inspection Sticker date), it is considerably rusty. It is Body Type 165, No. 10-457, Serial # 57445. Incidentally, the number 10 in the body number (No. 10-457) designates that the body was built by Lincoln and not by Locke. According to the Master Parts Price List, 584 were produced by October 1930.



STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

(Required by 39 U.S.C. 3685)

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MANAGING EDITOR (Name and Address)					
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2. RETURNS FROM NEWS AGENTS		None	None		
G. TOTAL (Sum of E, F1 and 2—should equal net press run shown in A)		550	575		
11. I certify that the statements made by me above are correct and complete.		SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <u>Jim Meyer / Business Manager</u>			
12. FOR COMPLETION BY PUBLISHERS MAILING AT THE REGULAR RATES (Section 132.121, Postal Service Manual)					

HEAVY TRAFFIC

FOR SALE

Model L steering wheel in very good condition, 1925-26 taillight, 1925-26 Waltham clock, hood (not aluminum), 1923 ignition switch, 1929-30 head lights & extra lense, three side-mount lug bolts for 1929-31, 1924-25 carburetor, 1929-30 wheels and brake drums, 1925 Lincoln Parts Manual, Greyhound radiator cap, and misc. front floor boards. Will sell or trade for sidemount locks, 21" Buffalo wire wheels, trunk rack or horn. Dick Register, 2291 15th Ave., San Francisco, California 94116

1931 "K", V-8, nearly all parts for motor except crankcase, radiator and shell in excellent condition, transmission-gears good but need bearing work, wire wheels, most instruments & panel, right side glove box mouldings and knobs, hood, greyhound cap-needs welding, four wire wheels and complete rear end for a 1932 "KA", V-8, may also be able to supply all wheel drums and brake parts, and a 1926 Chassis, motor, transmission, drive shaft, differential, has four wood wheels and hub caps, cowl, and some instruments. Denis L. Cloutier, Box 688, Stonewall, Manitoba, Canada ROC 220

WANTED

Wanted - 1926 any body style (if I do not sell the chassis listed in the For Sale section above the running gear will not be important). I also want a pair of taillights for a 1931. Can anyone help me with information on where to get hub cap emblems re-finished? I also need a wiring diagram for the 1931 "K". Denis L. Cloutier, Box 688, Stonewall, Manitoba, Canada ROC 220

For a 1927 Dietrich model 154 Coupe Roadster, I need the rear half or an owner of a complete car who would rent, loan, or whatever, for patterns. This car also needs right and left front fenders and a radiator. For a 1928 7-Passenger Sedan, model 147A, sun visor or pattern for same. For 1929 model 165, sun visor or pattern for same. I have a few model "L" mechanical parts, mostly N.O.S., to trade. Write for 16 page parts list, \$2.00. Joe Rogers, Whitehall Road, RD#3, Norristown, Pa. 19401 215-539-4775

1930 tail light for left side. Pascal Dilday, 1548 El Cam D1 Tea, La Jolla, Calif. 92037

CARS FOR SALE

1931 "K" 7-Passenger Limousine, Model 207B, body by Lincoln, sidemounts, cowl lights, smoking set, jump seats, and so on. Has been in storage since 1947 and will need total restoration. No rust but interior is poor. However, this Classic is 95% complete and would be a fine example of a very rare model when restored. No pictures available, phone call preferred. The price is \$6,200.00. George Erickson, 57 Greenwood Ave., Wakefield, Mass. 01880 617-245-5900 days, or 617-245-0388 after 6:00 P.M.



Punch

"Recognize her? It's the beautifully restored old heap we abandoned back in the '60s."



"Sixty-five huh? Not bad for a '39 model with 97,000 miles and never had the head off!"

IT IS SO WELL MADE
THAT YOU DON'T EVEN HAVE TO BREAK IT IN

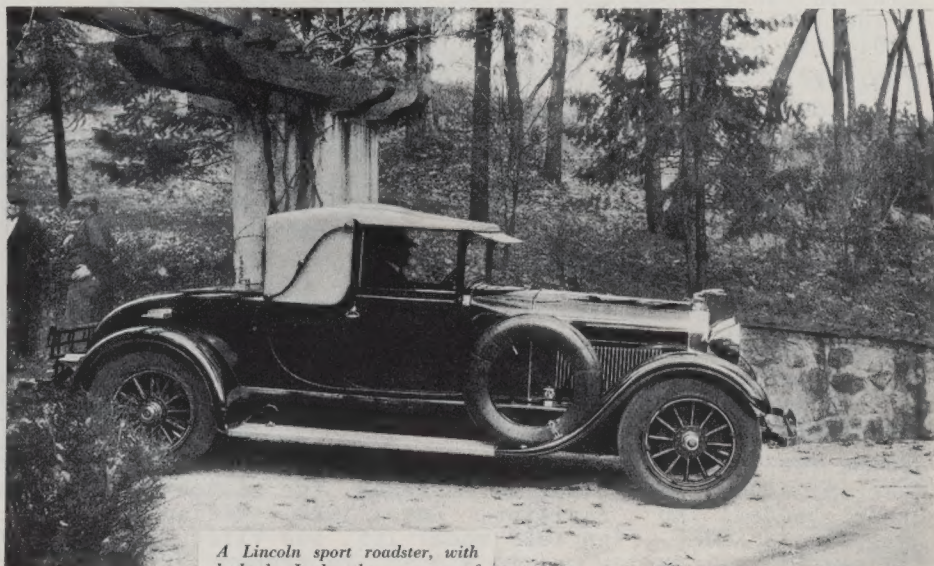
*Beneath its outward beauty is the
wind's speed . . . a cat's tread . . . the
strength of ninety horses*

PERHAPS the commonest and most cordially detested ill of motoring is that first five hundred miles during which, as the dealer tells you, "you had better keep her under thirty miles an hour." For to the man of spirit, proud of his new possession, it is galling in the extreme to limit its power and speed. He chafes under it. His liberty is impaired.

This irritating period known as "breaking in" is entirely done away with in the Lincoln. There is no need to drive with excessive caution, in order to permit the motor bearings to wear themselves down to their correct operating clearances. For Lincoln bearings are so accurately adjusted that they fit perfectly *from the start*. You can drive your Lincoln as you wish to drive it, the very first day you own it!

That is the way the Lincoln is made—so carefully, so accurately that all wear and vibration are removed to the vanishing point. Virtually every operation is a micrometer job, tested and retested. *More than 100 of them are kept rigidly within limits of 1/5 of 1/1000 of an inch—1/15 of a hair's breadth!* The result is a mechanism unbelievably strong, silent, and swift—an automobile that pulls better, rides better and looks better than anything you had ever thought possible.

The Lincoln embodies the skill of the greatest living coachmakers—LeBaron, Locke, Dietrich, Judkins, Willoughby, Brunn. It is so smart that it will do you



A Lincoln sport roadster, with body by Locke, the property of George U. Harris, Esq., of New York, photographed on his estate at Tuxedo Park, N. Y.



"AS NEARLY PERFECT A MOTOR CAR AS IT IS POSSIBLE TO PRODUCE"

credit anywhere. . . London, Paris, Park Avenue, take it where you will. Yet its beauty is not branded with a date. There are no yearly models. It will grow old gracefully. There are Lincolns now running that have given more than 250,000 miles of service—and they are still good motor cars!

But there is only one way to understand how good a Lincoln really is, and that is to ride in it. Call up the nearest Lincoln dealer and ask him to give you a demonstration. It will not obligate you in any way.

The Lincoln Motor Company, a division of the Ford Motor Company of Detroit.

THE LINCOLN
